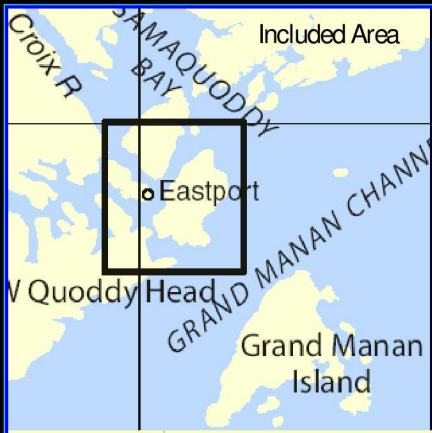


BookletChartTM

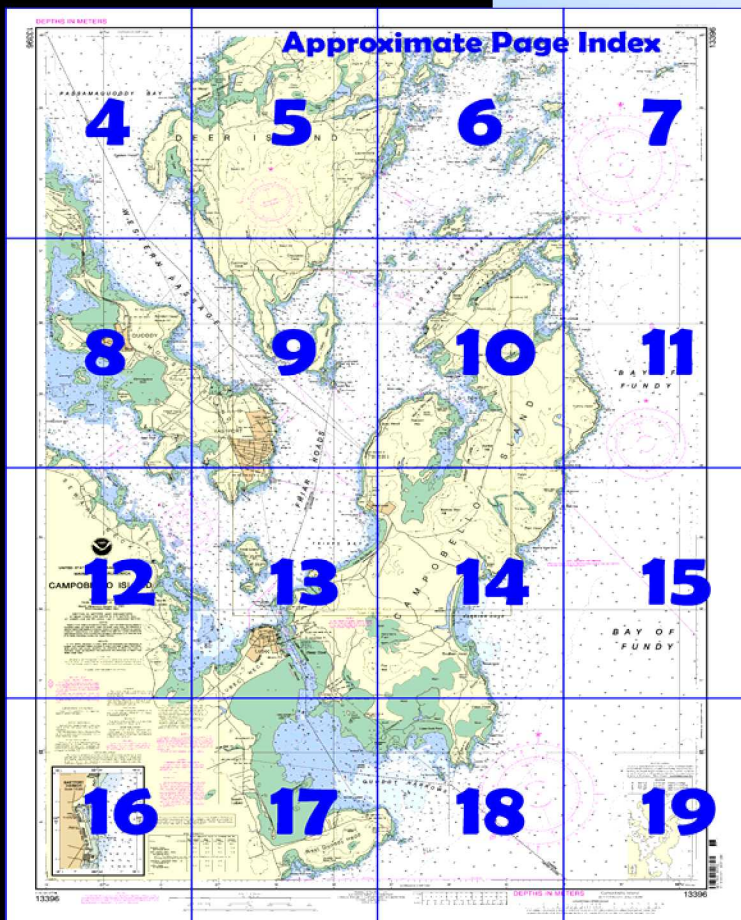
Campobello Island

(NOAA Chart 13396)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

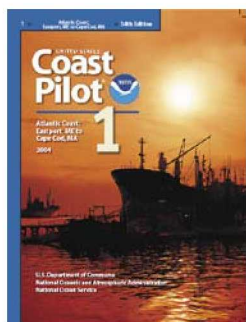
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 4 excerpts]

(5) **West Quoddy Head**, the easternmost point of the United States, is bold and wooded. **West Quoddy Head Light** (44°48.9'N., 66°57.0'W.), 83 feet above the water, is shown from a 49-foot red and white horizontally banded tower on the eastern edge of the headland. A fog signal is at the light. The abandoned Coast Guard lookout tower near the summit of the ridge westward of the light is the most conspicuous landmark in the approach to Quoddy Narrows from seaward.

(7) **Quoddy Narrows (Quoddy Roads)**, between West Quoddy Head and Canada's Campobello Island, is the usual anchorage for vessels seeking shelter or waiting for a favorable tide to pass through Lubec Narrows. The entrance, between West Quoddy Head and The Boring Stone, is about 0.8 mile wide and has a depth of 28 feet near the middle. Winds from east to south generate rough seas in the entrance.

(8) The anchorage affords shelter from northerly and westerly winds in depths of 12 to 25 feet, but is open to winds from the east and south, and protection from northeast gales is reported poor. The northern and western parts of Quoddy Narrows between West Quoddy Head and Lubec are full of shoals which partly uncover.

(13) **Lubec Channel** and **Lubec Narrows**, between Quoddy Narrows and Friar Roads, have been improved by dredging. In 1977, the controlling depth was 3½ feet (10 feet at midchannel). The channel is marked by a light and buoys. At spring tides the low water may be 3 or 4 feet below the average. Lubec Narrows has strong tidal currents and eddies. It is not advisable to use this passage without local knowledge.

(19) **U.S. Customs and Immigration** officers are stationed at the Roosevelt Memorial Bridge 24 hours daily.

(23) The **harbormaster** may usually be found at the launching ramp.

(31) **Broad Cove**, which makes into the south shore of **Moose Island** west of Eastport, is a good anchorage. The head of the cove is shoal for a distance of 0.2 mile. Rocks, which uncover, extend 300 yards southeastward and southward from **Shackford Head**, on the western side of the entrance, and are marked at their south end by a buoy. The stacks of the reduction plants on the east side of the cove are conspicuous.

(34) **Friars Head**, to the north of Snug Cove, is on the south side of the entrance to **Friars Bay**, on the western side of Campobello Island. Friars Bay is used as an anchorage, and on its northern side is the village of **Welshpool**, where small craft can find protection in all weather at the government wharf, which has a 215-foot face with 14 feet reported alongside. A light is on the outer end of the wharf.

(36) **Harbour De Lute**, is used as an anchorage by small vessels, but those without local knowledge should not go beyond the 9-foot spot, known as **Racer Rock**, in the middle of the entrance to the inner harbor. The inner harbor is obstructed by fishweirs. Indenting the north shore of Harbour De Lute east of **Windmill Point**, which is on the north side of the entrance, are four coves that are of little importance except to the fishing industry.

(39) **Friar Roads** (Eastport Harbor), which lies between Moose Island and Campobello Island, is approached from northward through Head Harbour Passage and from southward through Quoddy Narrows and Lubec Narrows. Friar Roads is the principal approach to Passamaquoddy Bay and St. Croix River.

(40) **Eastport**, a city situated on the hilly east side of Moose Island, is the easternmost deepwater port in the United States. The docks of the port are along the waterfront on the east shore of the island. There is a medical clinic in town.

(43) A dredged small-craft harbor for commercial and pleasure craft is off the customhouse in Eastport. The harbor is protected on its northerly and easterly sides by a steel piling, solid fill, L-shaped breakwater—wharf onto which fishing vessels can unload their catch into trucks. In April 1984, depths of 13 feet and 9 feet were available in the southern part and northern part of the harbor, respectively. A town float with 10 feet alongside is on the inner side of the breakwater at the north end of the harbor. Boats usually moor along the inner face of the breakwater. In fair weather, berthing is available along the east and north seaward faces of the breakwater in depths of 36 feet and 6½ to 10 feet, respectively. Forest products are loaded along the east face. Electricity is available at all the berths, and diesel fuel can be delivered by truck on short notice. The breakwater is floodlighted at night. The **harbormaster** may be contacted through the town hall. A small-craft launching ramp is in the northwest corner of the harbor. Additional small-craft berths are available 0.2 mile north of the harbor.

(47) Whirlpools and eddies that are dangerous at times for small boats are encountered between Dog Island and **Deer Island Point**, 0.5 mile northeastward. They are reported to be worst about 3 hours after low water.

(76) The east coast of **Campobello Island** is mostly clear and can be approached to within a reasonable distance without danger.

Table of Selected Chart Notes

FISH TRAPS
Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

NOTE B
In the vicinity of Lubec Channel, depths within the magenta limits on the U.S. side of the International Boundary Line are referred to Lower Low Water Large Tide.

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).


CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.


AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:


Pipeline Area


Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 5° from the normal variation have been observed off the east coast of Campobello Island.

HEIGHTS
In U.S. waters, elevations of rocks, lights and landmarks and clearances of bridges and overhead cables are given in meters and refer to Mean High Water, while contour and summit elevations are referenced to Mean Sea Level. In Canadian waters all elevations and clearances are referenced to Higher High Water Large Tides.

AUTHORITIES
Hydrography and topography by the Canadian Hydrographic Service with additional data from the National Ocean Service, Coast Survey, International Boundary Commission, U.S. Geological Survey, Corps of Engineers, U.S. Coast Guard and Canadian Ministry of Transport.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.288" northward and 2.082" eastward to agree with this chart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water meters	Mean High Water meters	Mean Low Water meters	Extreme Low Water meters
Eastport, Maine (44°54'N/68°59'W)	5.9	5.7	0.1	-1.4
West Quoddy Head, Maine (44°49'N/66°59'W)	5.0	4.9	0.1	-1.4
NOTE : The following levels for Lubec Channel & Campobello Island are based on the Canadian Datum (Lowest Normal Tide)				
Welshtool, Campobello Island, N.B. (44°53'N/66°57'W)	----	6.5	0.9	----
Lubec, Maine (44°52'N/66°59'W)	5.6	5.5	0.1	----

(1101)

DEPTHS IN METERS

13396



Joins page 80

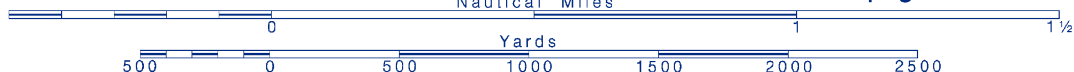
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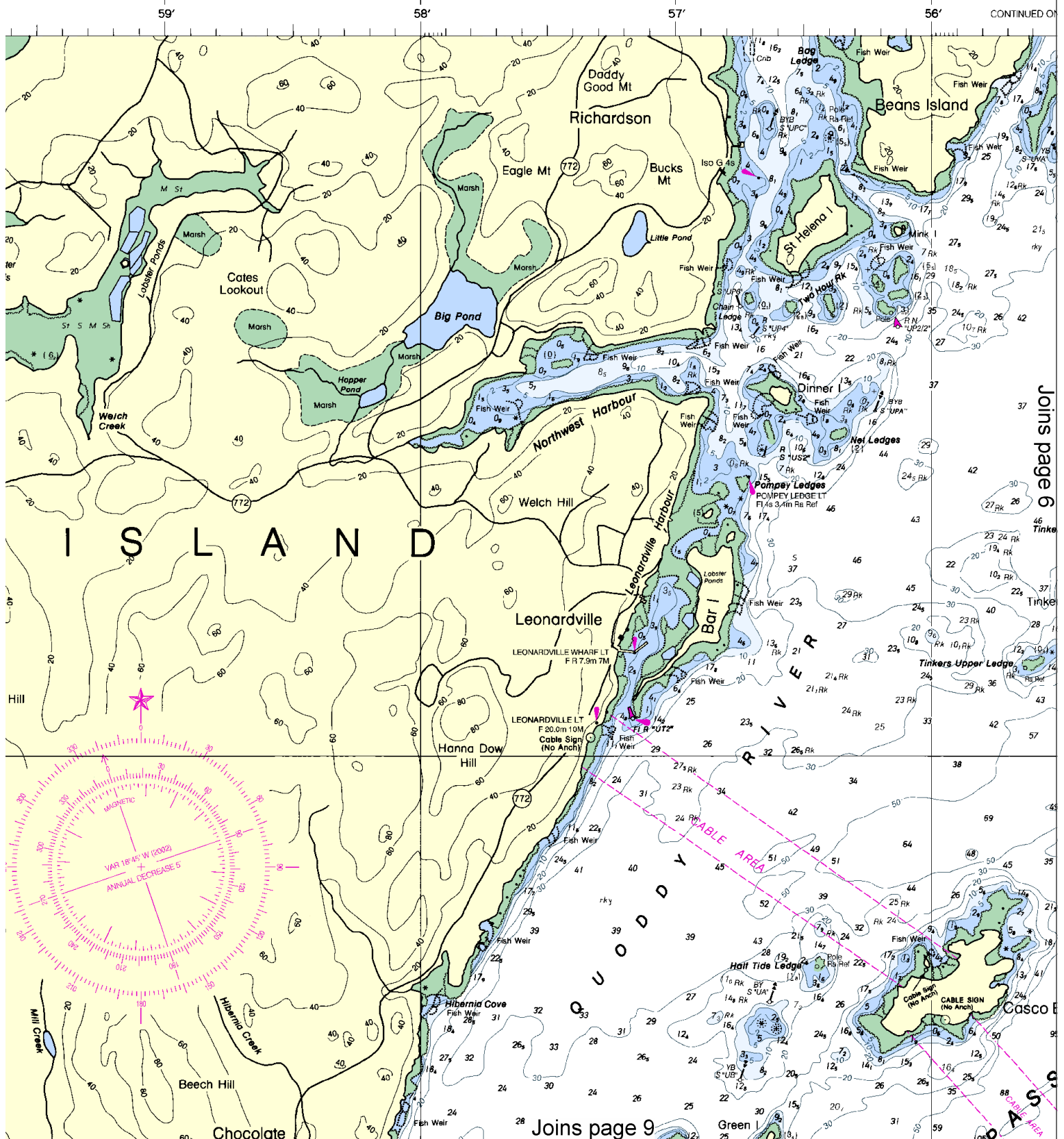


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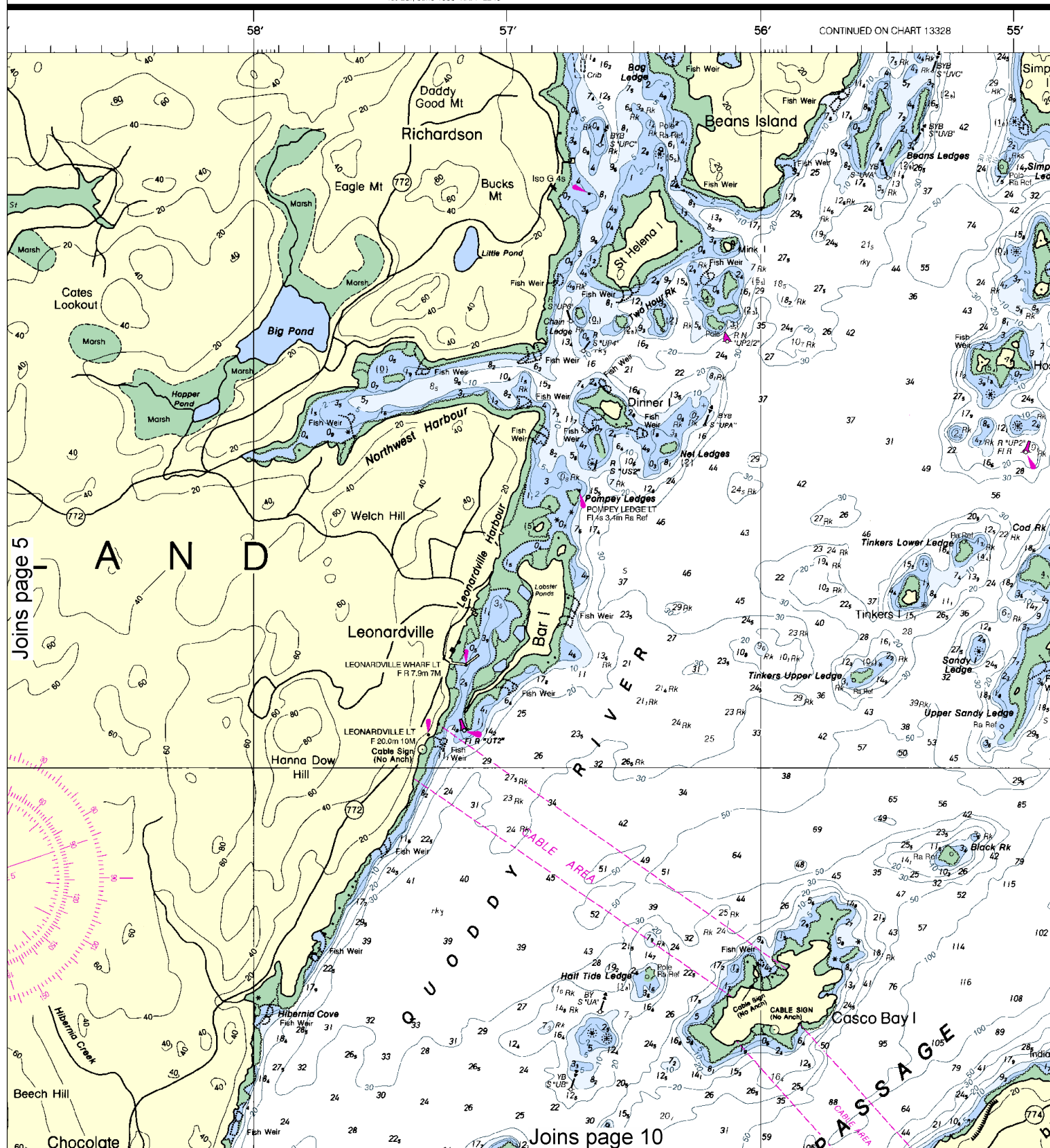
SCALE 1:20,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:26667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



6



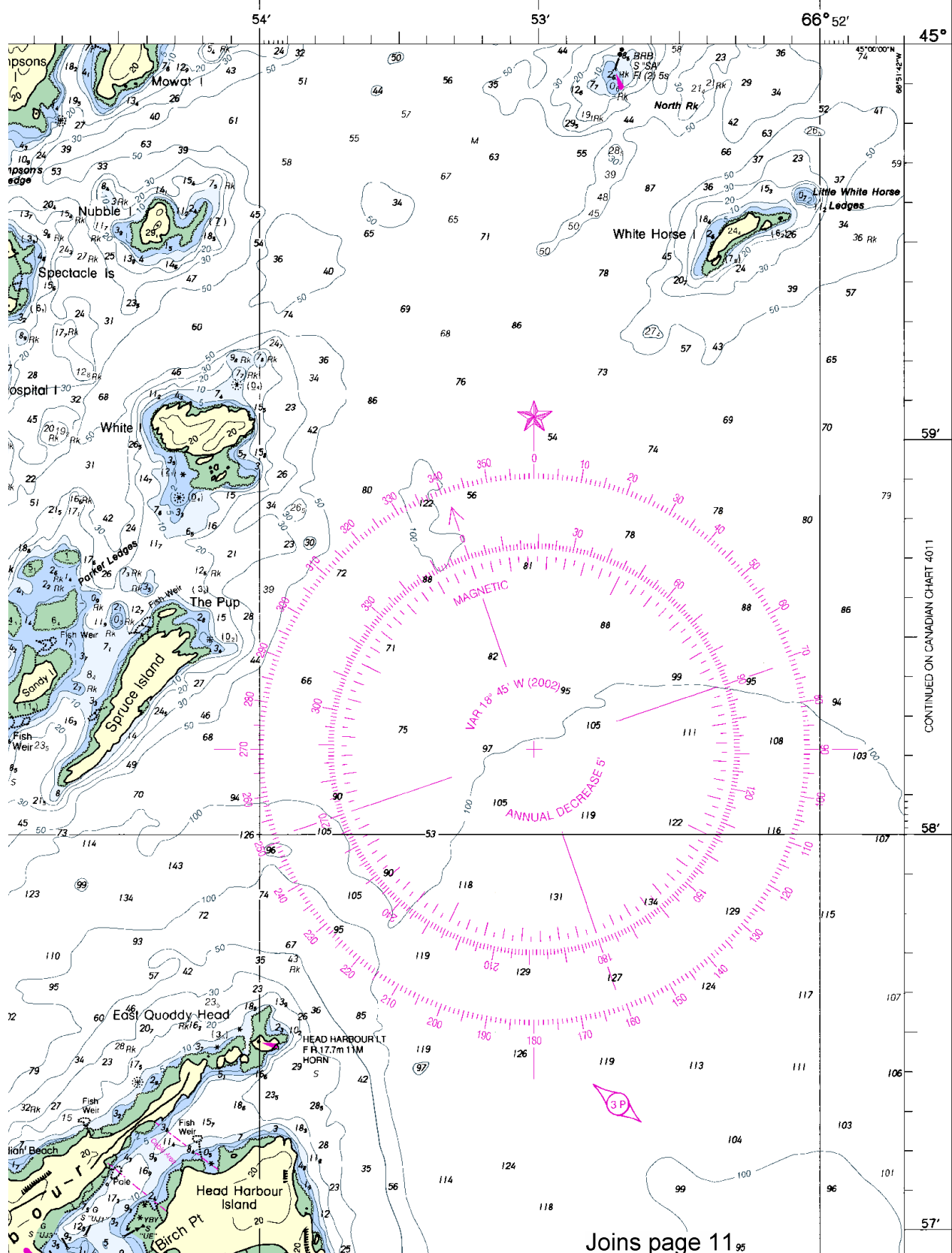
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SCALE 1:20,000
Nautical Miles

See Note on page 5.



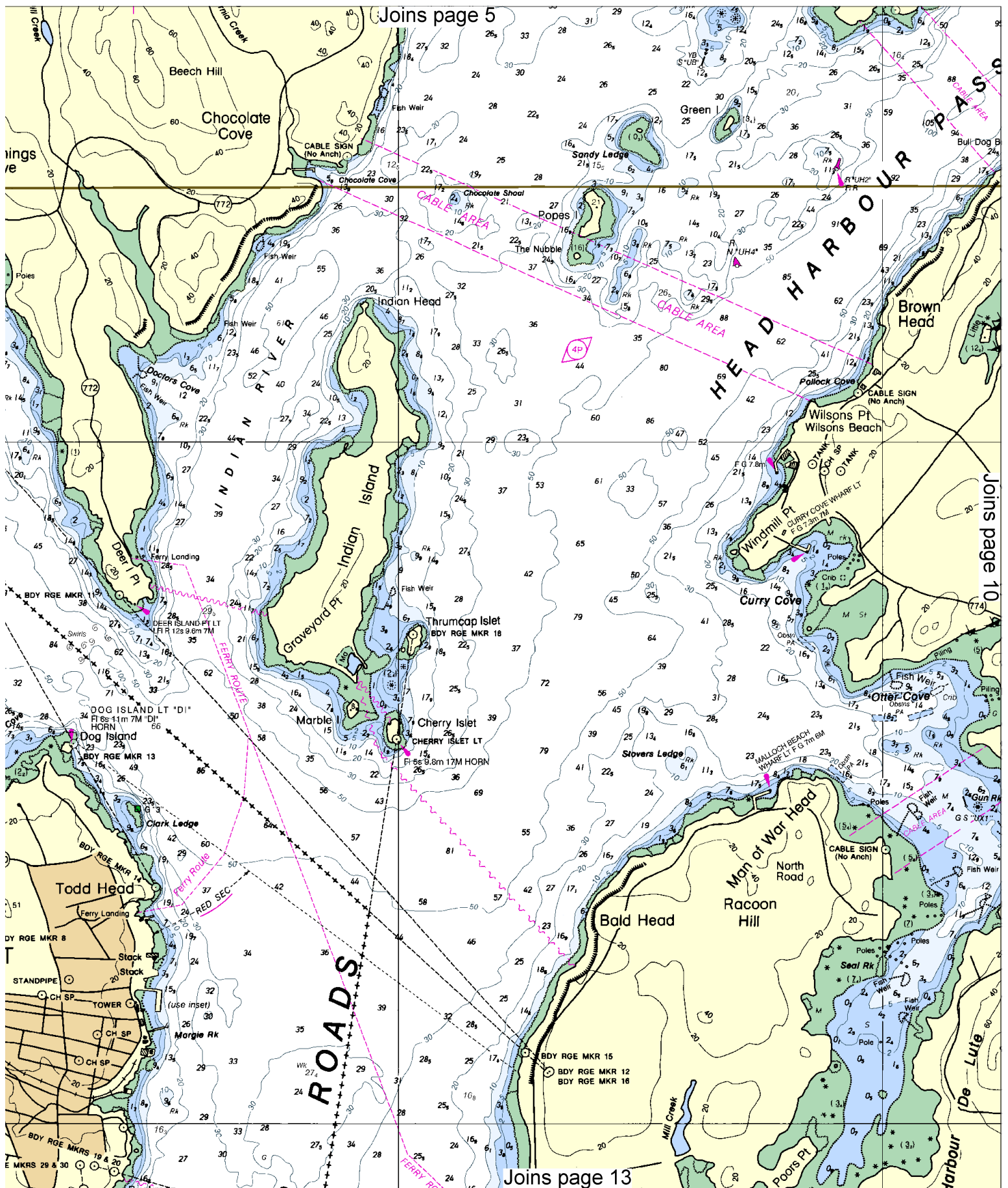
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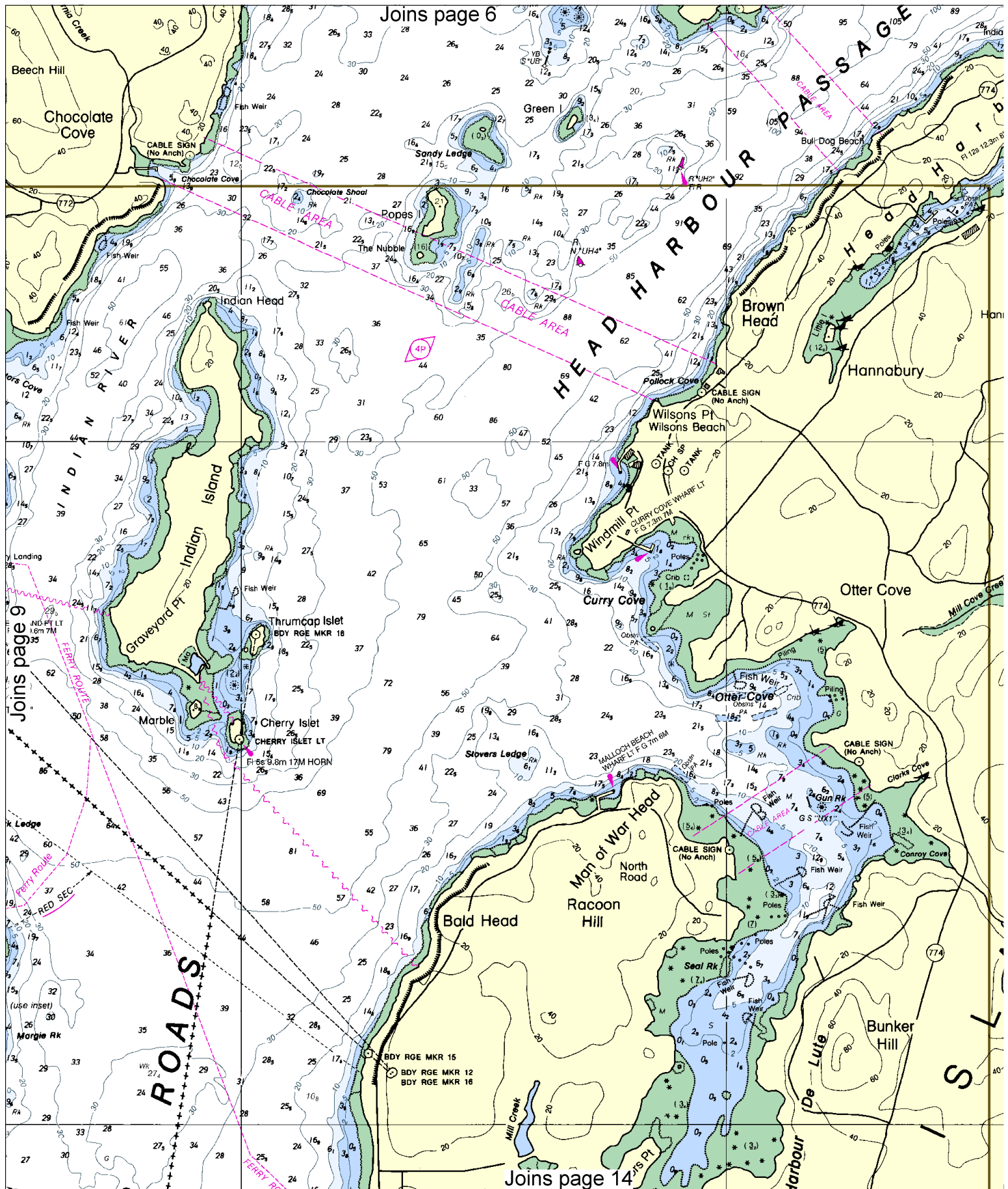


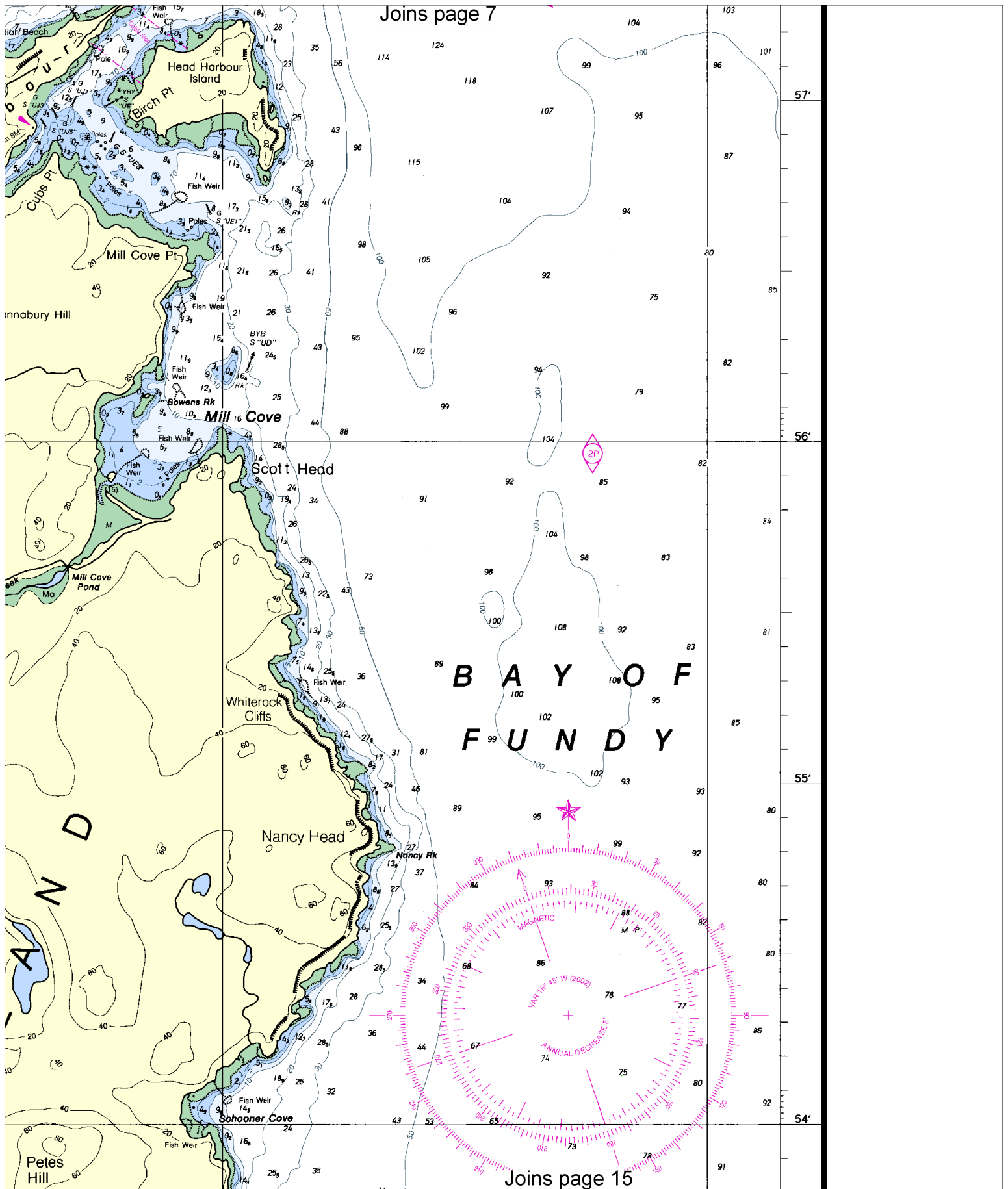
CONTINUED ON CANADIAN CHART 4011

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

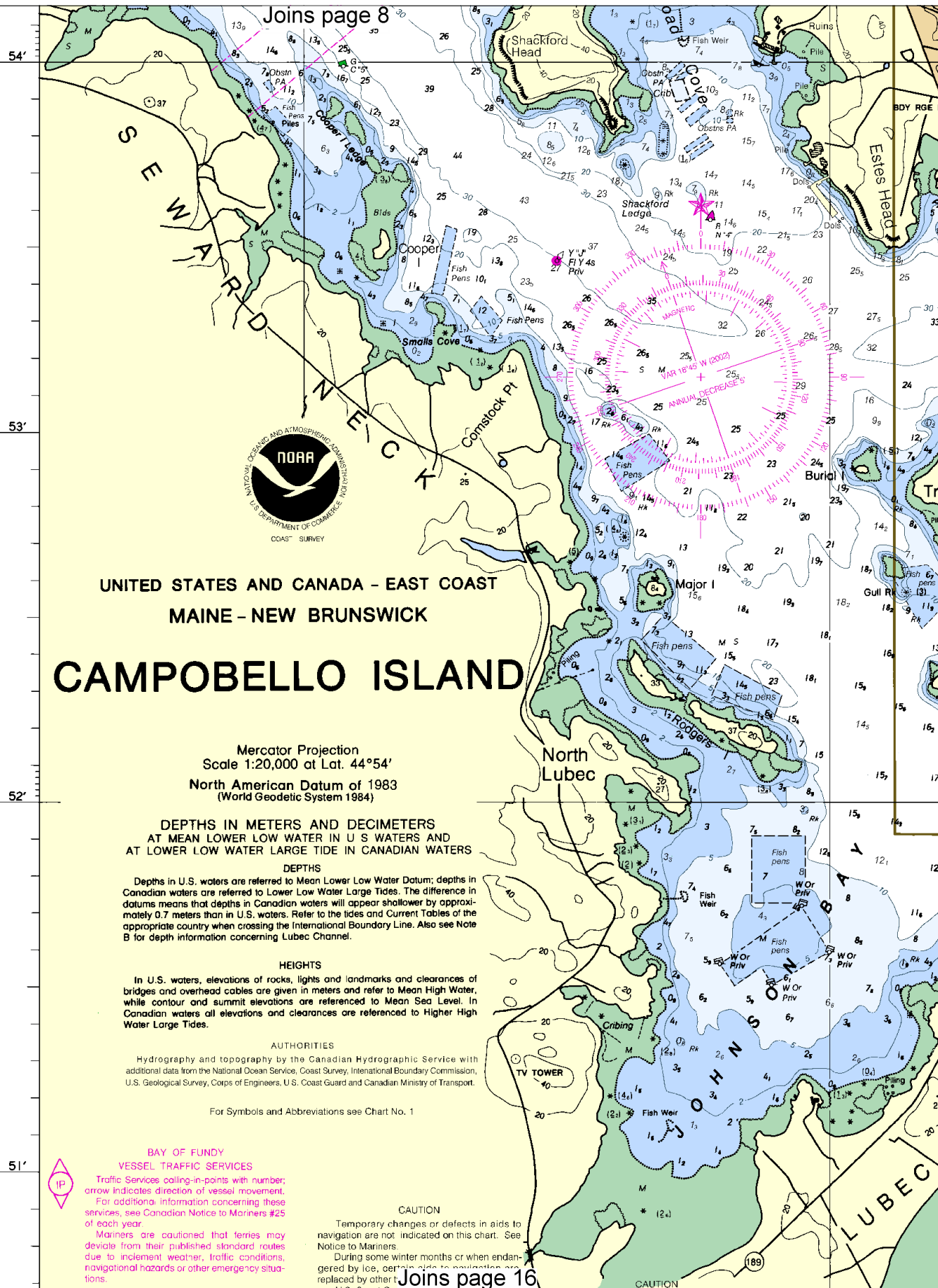
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Joins page 8



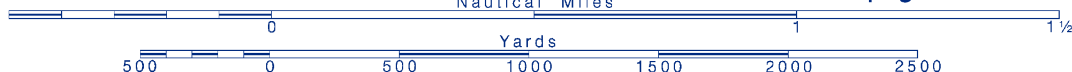
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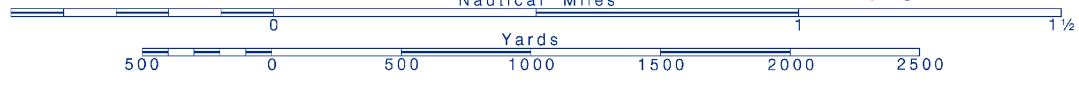
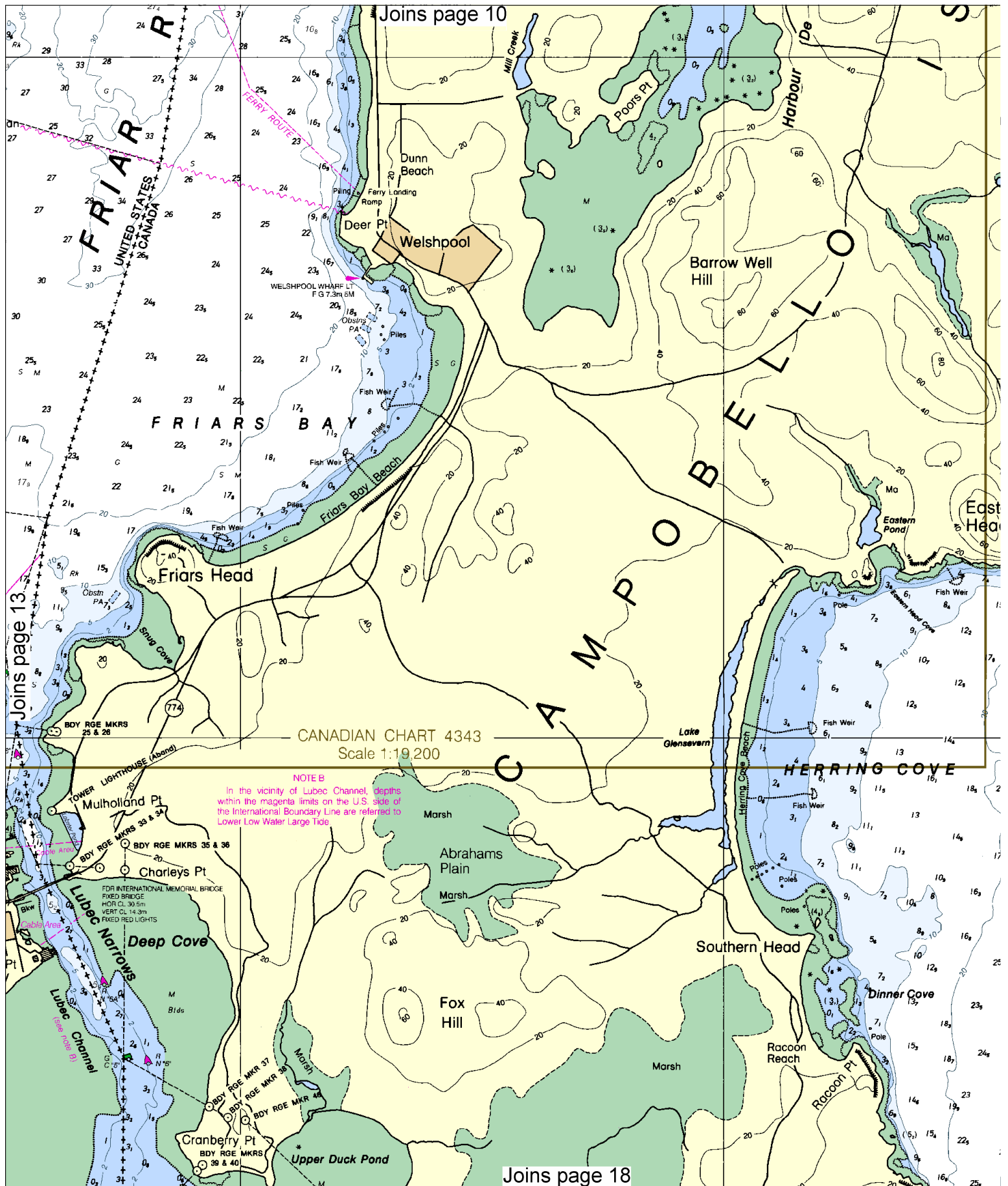


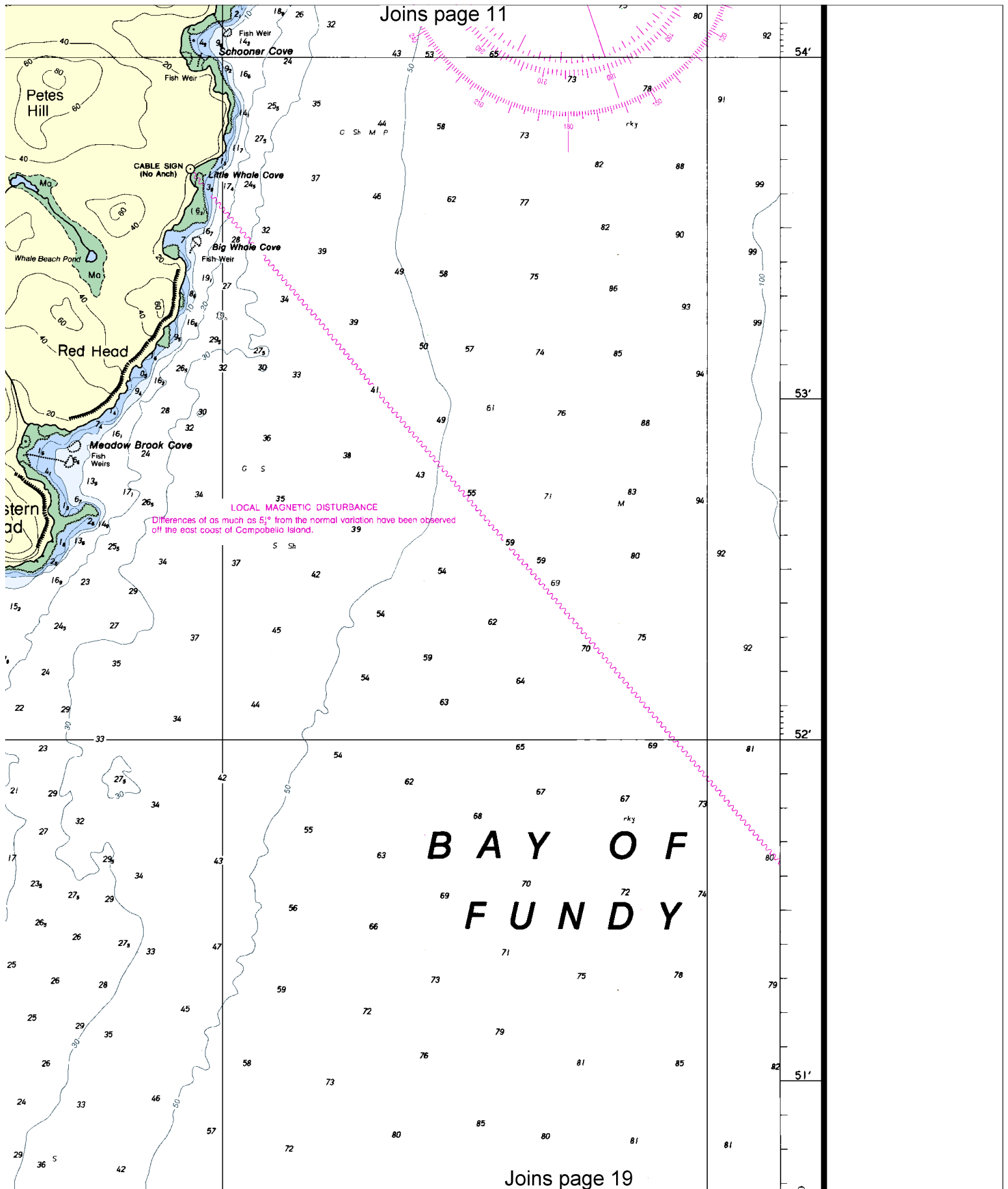
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.









VESSEL TRAFFIC SERVICES
Traffic Services calling-in-points with number, arrow indicates direction of vessel movement.
For additional information concerning these services, see Canadian Notice to Mariners #25 of each year.
Mariners are cautioned that ferries may deviate from their published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency situations.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
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CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

TIDE TABLES
U.S. TIDE TABLES should be used in UNITED STATES WATERS and CANADIAN TIDE TABLES in CANADIAN WATERS.

FISH TRAPS
Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

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CAUTION
SUBMARINE PIPELINES AND CABLES
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Pipeline Area Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

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	Mean Higher High Water meters	Mean High Water meters	Mean Low Water meters	Extreme Low Water meters
Eastport, Maine (44°54'N/66°59'W)	5.9	5.7	0.1	-1.4
West Quoddy Head, Maine (44°49'N/66°59'W)	5.0	4.9	0.1	-1.4
NOTE: The following levels for Lubec Channel & Campobello Island are based on the Canadian Datum (Lowest Normal Tide)				
Welshpool, Campobello Island, N.B. (44°53'N/66°57'W)	---	6.5	0.9	---
Lubec, Maine (44°52'N/66°59'W)	5.6	5.5	0.1	---

(110)

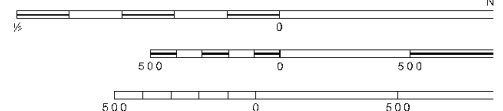
4th Ed., Dec. 8/01

13396

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

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16

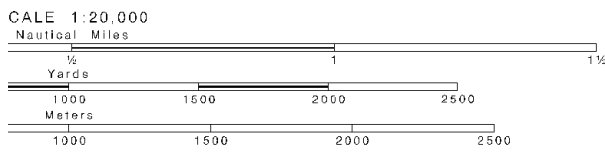
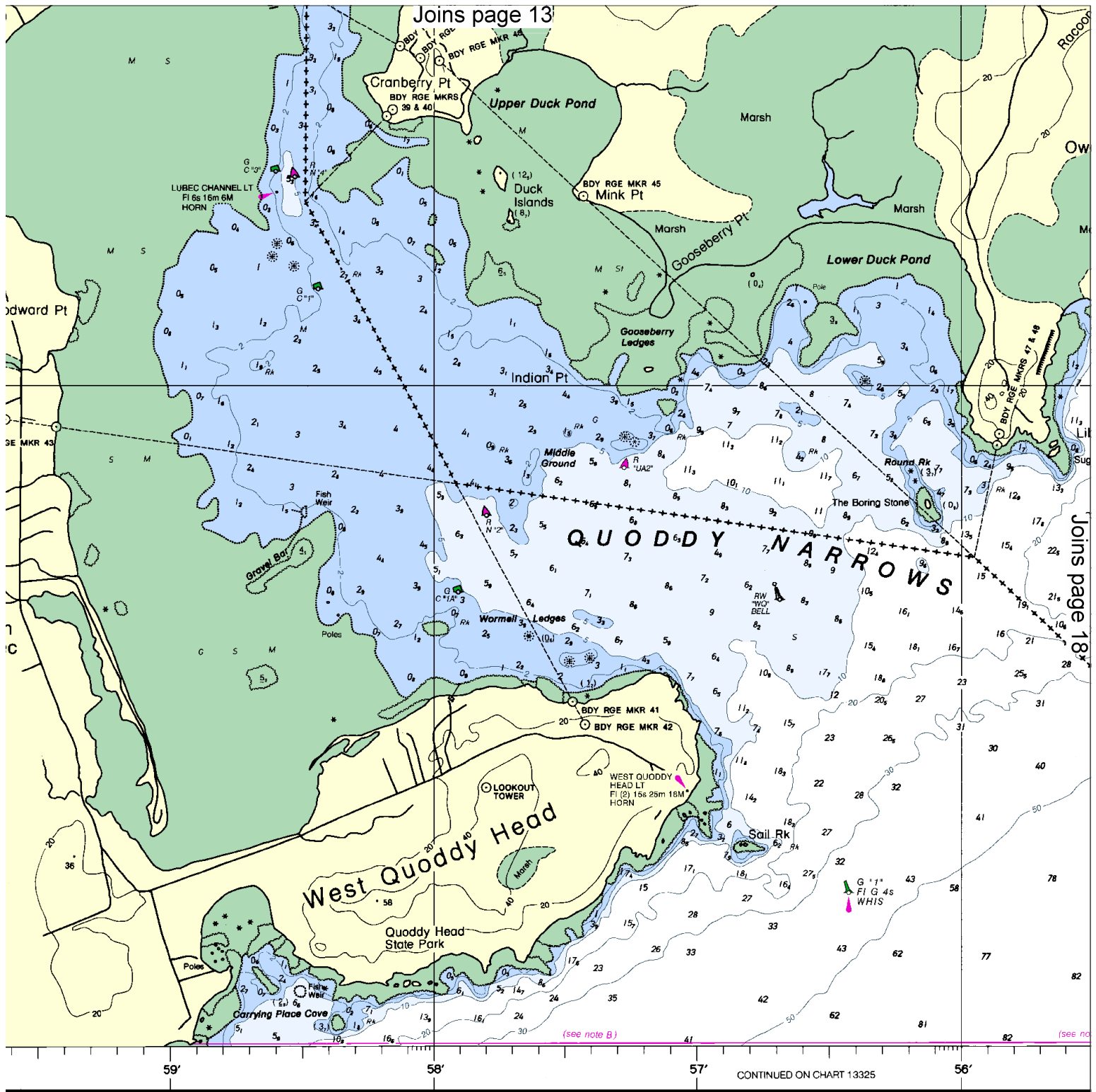


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

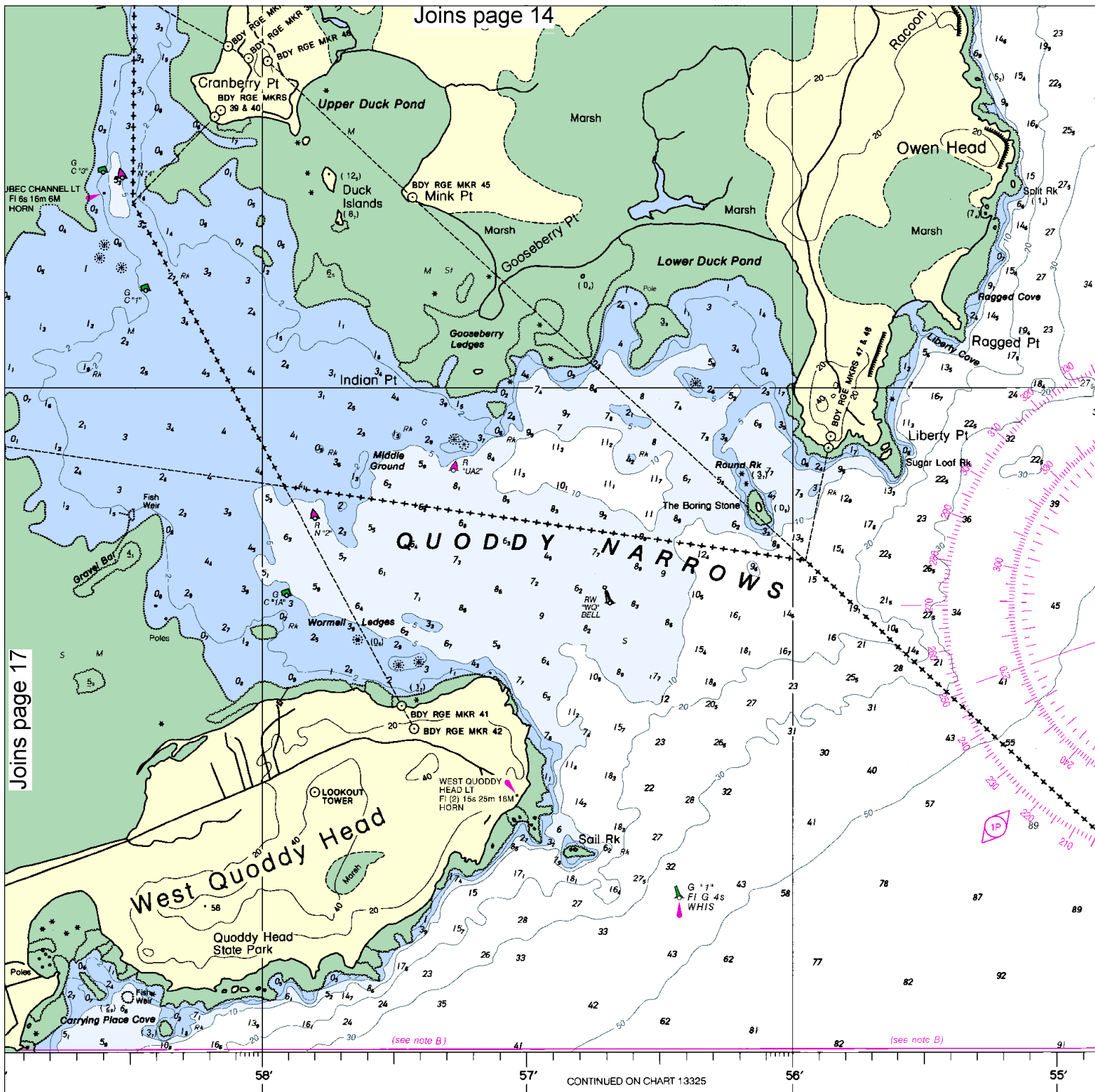




Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

Joins page 14



Joins page 17

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

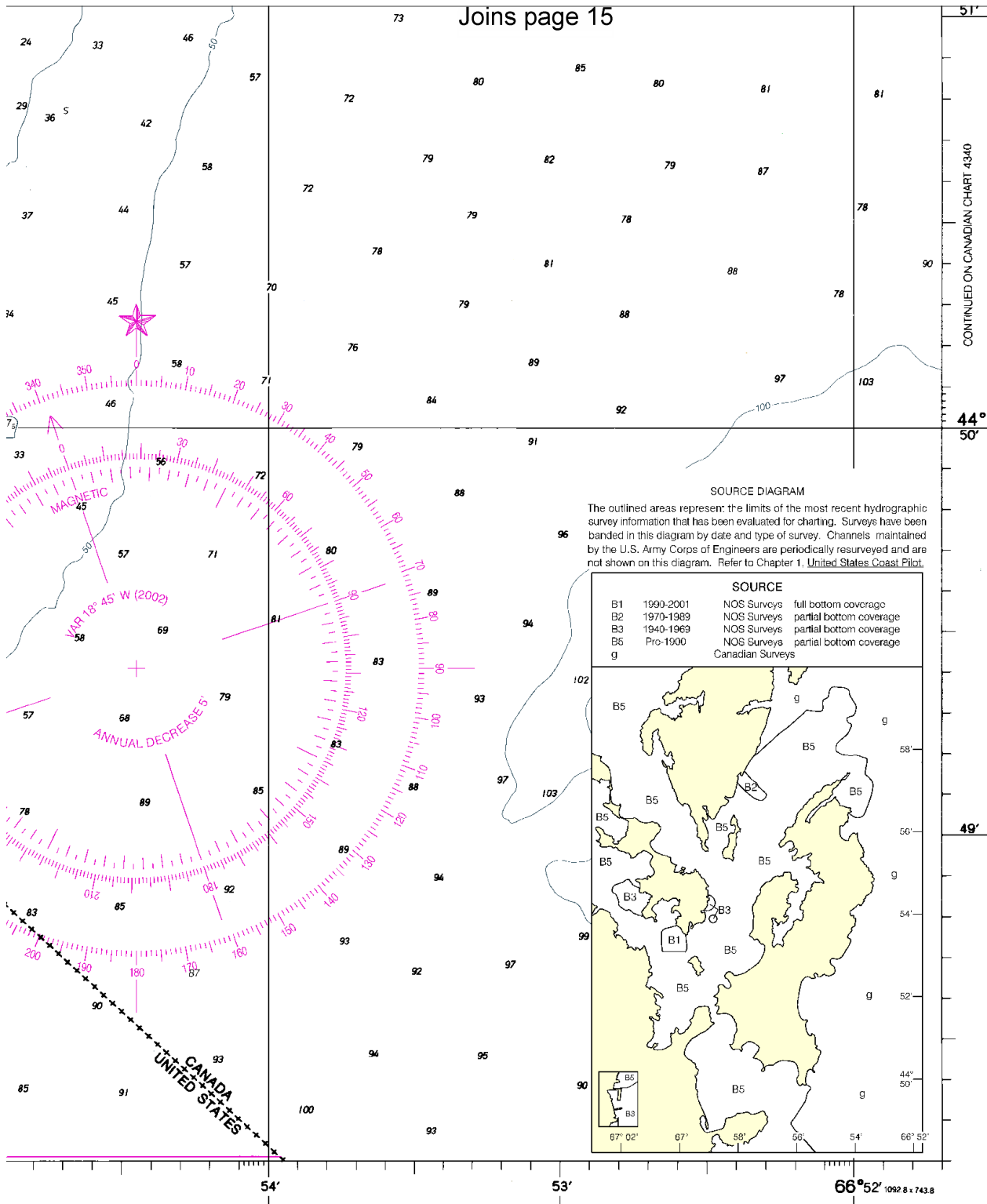
18



Printed at reduced scale. SCALE 1:20,000 Nautical Miles See Note on page 5.

Yards

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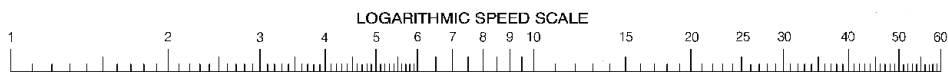


CONTINUED ON CANADIAN CHART 4340

ED. NO. 4
NSN 7642014014795
NIMA REFERENCE NO. 13AC013396

DEPTHS IN METERS Campobello Island **13396**

DEPTHS IN METERS - SCALE 1:20,000



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Southwest Harbor – 207-244-4204

Coast Guard Eastport – 207-853-2845

Maine Marine Patrol – 800-432-7381

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

